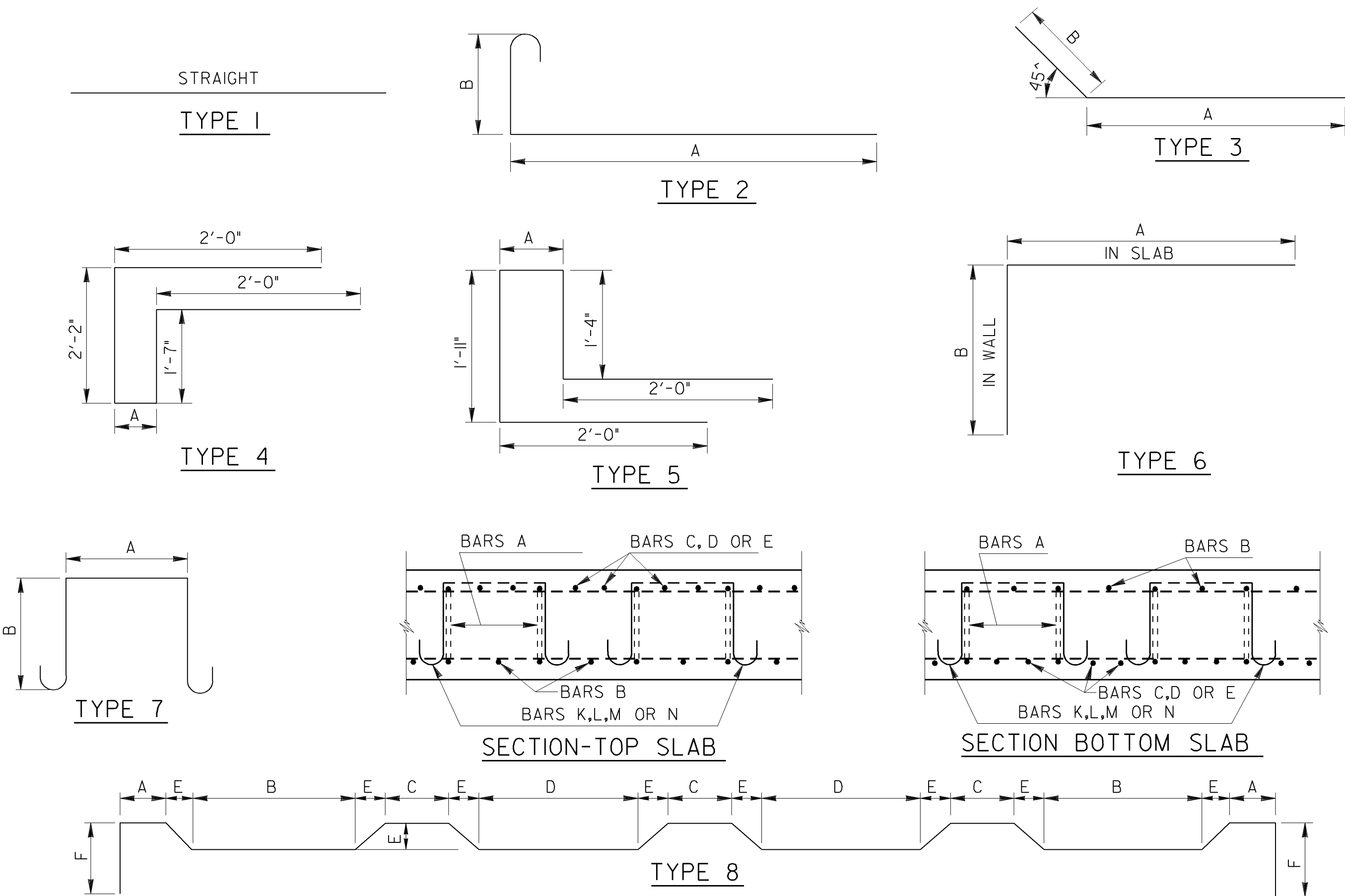


STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

WINGWALL PARAPET AND BAR REINFORCEMENT					
TOE WALL MARK	LENGTH	TYPE	A	B	NO.REQ.D.
40I	15'-9"	I			24
40IA	12'-7"	I			4
40IB	9'-11"	I			4
40IC	7'-3"	I			4
40ID	4'-6"	I			4
40IE	1'-11"	I			4
402	16'-9"	I			4
403	17'-2"	I			4
404	18'-3"	I			24
405	8'-1"	4	0'-4"		44
406	7'-11"	5	0'-8"		44
50I	3'-0"	3		1'-0"	48
502	8'-6 1/2"	2	5'-10 1/2"	2"-1"	4
502A	8'-11"	2	6'-3"	2"-1"	4
502B	9'-3 1/2"	2	6'-7 1/2"	2"-1"	4
502C	9'-8"	2	7'-0"	2"-1"	4
502D	10'-0 1/2"	2	7'-4 1/2"	2"-1"	4
502E	10'-5"	2	7'-9"	2"-1"	4
502F	10'-9 1/2"	2	8'-1 1/2"	2"-1"	4
502G	11'-2"	2	8'-6"	2"-1"	4
502H	11'-6 1/2"	2	8'-10 1/2"	2"-1"	4
502J	11'-11"	2	9'-3"	2"-1"	4
502K	12'-3 1/2"	2	9'-7 1/2"	2"-1"	4
502L	12'-8"	2	10'-0"	2"-1"	4
502M	12'-11"	2	10'-3"	2"-1"	4
503	6'-2"	2	3'-6"	2"-1"	28
504	3'-8"	I			4
504A	3'-9 3/4"	I			4
504B	3'-11 1/2"	I			4
504C	4'-1 1/4"	I			4
504D	4'-3"	I			4
504E	4'-4 3/4"	I			4
504F	4'-6 1/2"	I			4
504G	4'-8 1/4"	I			4
504H	4'-10"	I			4
504J	4'-11 3/4"	I			4
504K	5'-1 1/2"	I			4
504L	5'-3 1/4"	I			4
504M	5'-5"	I			4
505	21'-0"	3	19'-0"	2'-0"	8
60I	13'-7 1/2"	2	10'-10 1/2"	2'-1"	4
60IA	13'-11"	2	11'-2"	2'-1"	4
60IB	14'-3 1/2"	2	11'-6 1/2"	2'-1"	4
60IC	14'-8"	2	11'-11"	2'-1"	4
60ID	14'-9"	2	12'-0"	2'-1"	4
602	7'-9"	2	5'-0"	2'-1"	16
603	4'-7 1/4"	I			4
603A	4'-9"	I			4
603B	4'-10 3/4"	I			4
603C	5'-0 1/2"	I			4
603D	5'-2 1/4"	I			4
603E	5'-4"	I			4
603F	5'-5 3/4"	I			4
70I	5'-6"	I			4
70IA	5'-6 7/8"	I			4
70IB	5'-7 3/4"	I			4
70IC	5'-8 5/8"	I			4
70ID	5'-9 1/2"	I			4
70IE	5'-10 3/8"	I			4
70IF	5'-11 1/4"	I			4
70IG	6'-0 1/8"	I			4
70IH	6'-1"	I			4
70IJ	5'-5"	I			4
70IK	5'-0"	I			4
90I	44'-10"	I			8
902	38'-0"	I			4
903	44'-6"	I			4



FIRST DIGIT IN THREE DIGIT BAR NUMBERS DENOTES BAR SIZE. ALL DIMENSIONS ARE OUT TO OUT OF BARS

BARREL SECTION BAR REINFORCEMENT DETAILS								
MARK	LENGTH	TYPE	A	B	C	D	E	F
45I	44'-6"	I						
452	11'-6"	I						
453	7'-9"	I						
454	L-4"	I						
455	12'-0"	I						
456	4'-4"	7	1'-2"	1'-1"				
457	12'-4"	I						
458	12'-8"	I						
459	4'-8"	7	1'-2"	1'-3"				
460	13'-0"	I						
461	5'-0"	7	1'-2"	1'-5"				
55I	11'-6"	I						
552	44'-8"	I						
553	12'-0"	I						
554	44'-10"	I						
555	7'-10"	6	3'-2"	4'-8"				
65I	7'-9"	6	3'-3"	4'-6"				
652	7'-0"	I						
653	12'-4"	I						
654	45'-0"	I						
655	12'-8"	I						
656	13'-0"	I						
75I	51'-0"	8	1'-3"	7'-4"	3'-0"	6'-10"	0'-7"	2'-3"
752	52'-4"	8	1'-4"	7'-4"	2'-0"	7'-4"	0'-10"	2'-6"
753	7'-10"	6	3'-4"	4'-6"				
754	7'-2"	I						
755	45'-4"	I						
85I	7'-0"	I						
852	53'-6"	8	1'-5"	7'-0"	2'-0"	7'-0"	1'-0"	2'-8"
853	54'-8"	8	1'-6"	6'-2"	3'-0"	5'-8"	1'-2"	2'-10"
854	55'-8"	8	1'-8"	5'-10"	3'-0"	5'-4"	1'-4"	3'-0"

QUANTITIES FOR FOUR WINGWALLS
AND TWO PARAPETS

52.74 CU.YDS.CLASS "A" CONCRETE
7077 LBS. BAR REINFORCEMENT STEEL

ABOVE QUANTITIES COMPUTED TO BACK OF PARAPET AND INCLUDE
ALL OF WINGWALL FOOTINGS, AND ALL OF BARS 50I,40A,405,406 & 70I,
AND .8333 X REINFORCEMENT STEEL QUANTITY FOR 2 FT. OF BARREL.

BOX CULVERT REQUIREMENTS:

MINIMUM FILL HEIGHT FROM TOP OF CULVERT TO BOTTOM OF
BASE WITHIN TRAVELWAY SHALL BE 12 INCHES.

MAXIMUM POUR LENGTH SHALL NOT EXCEED 30 FEET ALONG THE
LENGTH OF THE CULVERT.

TRANSVERSE CONSTRUCTION JOINTS SHALL BE PLACED IN THE
BARREL, NORMAL TO THE CENTERLINE OF CULVERT, AT THE
OUTSIDE SHOULDER BREAK POINTS. LONGITUDINAL BARREL
REINFORCING STEEL SHALL NOT BE CONTINUOUS THROUGH
THESE JOINTS, PROVIDED THAT THE JOINTS ARE MORE THAN 15
FEET FROM THE BARREL ENDS.
WHEN TRANSVERSE CONSTRUCTION JOINTS OCCUR WITHIN 15
FEET OF THE BARREL ENDS OR WITHIN THE LIMITS OF THE
PAVEMENT, THE LONGITUDINAL BARREL REINFORCING STEEL
THEN BE CONTINUOUS THROUGH SUCH JOINTS. THE MINIMUM
LENGTH OF LAP SPLICE FOR LONGITUDINAL REINFORCING SHALL
BE 24 INCHES.

TRANSVERSE CONSTRUCTION JOINTS PLACED AT ANY OTHER
LOCATION NOT SPECIFIED ABOVE SHALL BE FORMED WITH NO
LONGITUDINAL REINFORCING STEEL PASSING THROUGH THE
JOINTS.

DEPARTMENT OF TRANSPORTATION						STATE OF GEORGIA	
STANDARD						REINFORCED CONCRETE BOX CULVERT	
QUADRUPLE 10' x 10'						FOR DEPTHS OF FILL UP TO 50 FEET	
NO SCALE						OCTOBER 1957	
DESIGNED J.T.K.						(SUBMITTED) J.T.K.	
DRAWN J.T.K.						STATE ROAD & AIRPORT DESIGN ENGINEER	
CHECKED E.E.L.						(APPROVED) <i>James A. Karul</i>	
BY						CHIEF ENGINEER	

BARS C, D AND E THAT ARE SHOWN AS TWO BETWEEN BARS A SHALL BE EQUALLY SPACED BETWEEN BARS A

NOTE: THE DESIGN OF CULVERT SHALL BE DETERMINED BY THE MAXIMUM HEIGHT
OF FILL WITH ONLY A SINGLE DESIGN BEING USED FOR THE ENTIRE
INSTALLATION.